FOR CEMENT CONCRETE, 3/8" EXPANSION JOINT ENTIRE WIDTH AT RIGHT-OF-WAY LINE
MATCH EXISTING DITCH FLOW LINE. SEE NOTE 3 ON PAGE 3 OF 3
EDGE OF EXISTING PAVEMENT
SAWCUT EXISTING PAVEMENT (MIN. 2" OFF EX. EDGE (AS DIRECTED BY THE CITY)
MAX. 2' MIN. RADIUS
ROADWAY CENTERLINE
RESTORE EXISTING PAVEMENT WITH 3" MIN. CL. B A.C.P. OVER 6" CSBC OR MATCH EXISTING PAVEMENT SECTION, WHICHEVER IS GREATER
CLEAN AND TACK EDGES WITH SEALER CSS1 AND SEAL JOINTS WITH HOT ASPHALT CEMENT AR4000W.

MAXIMUM GRADES

PROFILE VIEW
SAWCUT EX. PAVEMENT
3" ASPHALT CONCRETE CL. B COMPACTED DEPTH OR MATCH EXISTING (AS DIRECTED BY THE CITY)
3" MIN. CRUSHED SURFACING BASE COURSE OR AS DIRECTED BY THE CITY
PRIVATE DRIVEWAY
FIRM AND UNYIELDING SUB-GRADE

SECTION VIEW

FOR CEMENT CONCRETE, 6"X6" STEEL MESH IN ROAD APPROACH
EXISTING DITCH FLOW LINE
SEE TABLE FOR MIN. RADIUS
EXISING PAVEMENT
SAWCUT EXISTING PAVEMENT
ROAD APPROACH

PLAN VIEW
FOR CEMENT CONCRETE, 6"X6" STEEL MESH IN ROAD APPROACH AND 3/8" EXPANSION JOINT ENTIRE WIDTH AT RIGHT-OF-WAY LINE.

MATCH EXISTING DITCH FLOW LINE, SEE NOTE 3 ON PAGE 3 OF 3 3' MIN (TYP)

EDGE OF EXISTING PAVEMENT

SAWCUT EXISTING PAVEMENT (MIN. 2' OFF EX. EDGE OR AS DIRECTED BY THE CITY)

RESTORE EXISTING PAVEMENT WITH 3" MIN. CL. B A.C.P. OVER 6" CSBC OR MATCH EXISTING PAVEMENT SECTION, WHICHER IS GREATER. CLEAN AND TACK EDGES WITH SEALER CSS1 AND SEAL JOINTS WITH HOT ASPHALT CEMENT AR4000W.

PLAN VIEW

MAXIMUM GRADES

PROFILE VIEW

SECTION VIEW
# RESIDENTIAL ROAD APPROACH

<table>
<thead>
<tr>
<th>DESIGN ELEMENT</th>
<th>MAJOR ROAD APPROACH</th>
<th>MINOR ROAD APPROACH</th>
<th>RES. ROAD APPROACH*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIN. APPROACH RADIUS</td>
<td>AS APPROVED</td>
<td>25'</td>
<td>10'</td>
</tr>
<tr>
<td>MIN. APPROACH WIDTH</td>
<td>24 FEET (15 FEET FOR ONE WAY)</td>
<td>24'</td>
<td>15'</td>
</tr>
<tr>
<td>MAX. APPROACH WIDTH</td>
<td>30'</td>
<td>30'</td>
<td>25'</td>
</tr>
</tbody>
</table>

*THE MAX. APPROACH WIDTH MAY BE EXTENDED TO 30' FOR A RES. ROAD APPROACH WITH A 3-CAR OR MORE WIDE GARAGE.

**NOTES:**

1. CULVERT PIPE SHALL BE CONCRETE OR SMOOTH WALL HDPE WITH LOCKING JOINTS AND H2O TRAFFIC RATING. PIPE WITH LESS THAN 12" OF COVER SHALL BE DUCTILE IRON PIPE CLASS 50 OR CONCRETE CLASS V.

2. STORMWATER RUNOFF FROM THE PUBLIC RIGHT OF WAY SHALL NOT BE PERMITTED TO DRAIN ONTO PRIVATE PROPERTY. CATCH BASINS OR OTHER DRAINAGE DEVICES MUST BE USED TO INTERCEPT AND DIVERT THIS WATER.

3. EXISTING DITCH SECTIONS AND/OR CULVERTS SHALL BE MAINTAINED. SUB-STANDARD OR NON-EXISTENT DITCH SECTIONS SHALL BE CONSTRUCTED TO CITY STANDARDS AND EXTENDED TO EACH PROPERTY LINE. SUB-STANDARD CULVERTS SHALL BE REPLACED AS DIRECTED BY THE CITY.

4. FOLLOW ADDITIONAL INSTRUCTIONS AS DIRECTED BY THE OPERATIONS AND MAINTENANCE SUPERVISOR AS STATED ON THE APPROVED PERMIT.

5. IF SIDE SEWER CLEANOUT RISER IS IN THE TRAVELLED AREA OF THE ROAD APPROACH, IT MUST HAVE A TRAFFIC ENCLOSURE.

6. THE CITY INSPECTOR SHALL INSPECT FORMS AND/OR SUB-GRADE PRIOR TO PAVING.

7. CULVERT SHALL BE SET AS DETERMINED BY THE CITY.

8. CRUSHED ROCK SHALL BE USED TO FILL AND SUPPORT THE EDGES OF THE DRIVEWAY AND ALL EXCESS CONCRETE SHALL BE REMOVED FROM THE RIGHT-OF-WAY.

9. CULVERT SHALL BE 12" MINIMUM DIAMETER.

10. CULVERT ENDS SHALL BE CUT TO A 3:1 INCLINED TAPER.